EUROPEAN RESORTS

FARIS, FRANCE

Stirring Contest in the Early Stages -Stearns Leads at Ten Miles, but in Twenty-third Mile Nearly Goes Through Fence and Gives Way to Flat.

Fifteen thousand spectators were present last night at the Brighton Beach Motordrome to watch the start of the twenty-four hour race run by the Motor Racing Association, which was the greatest crowd that has ever turned out for the start of a twice around the clock contest in this country. The big grand stand and the new field stand that has just been erected to replace the old one that was torn down were both filled. Lines of spectators were standing along the track fence, and there were about 500 automobiles in the grounds.

Eight cars were lined up at the tape five minutes before the start after most of the machines had made a few preliminary rounds of the track. The cars were lined up in the following order out from the pole. the driver first named of each team being the man selected to start the race: 1, Acme, Cyrus Patschke and H. A. Vantine; 2, Lozier. Raiph Mulford and Harry Cobe; 3, Simplex, George Robertson and Al Poole: 5. Stearns. Laurent Grosso and John B. Marquis; 6, Palmer and Singer, Frank Lescault and Ray Howard; 7, Rainier, L. A. Disbrow and Charles H. Lund; 8, Fiat, Raiph De Palma and E. H. Parker; 9, Haynes, Frank Sweigert

Fred J. Wagner, official starter, was kept busy before the start giving final instructions to the drivers, and the entrants spent the time examining the tail lights and ing to the drivers and mechanics of their cars. As the time approached for the start the flashlight brigade swarmed on to the track to photograph the cars, which were placed side by side in a single line. The signal to start was given at five minutes

Robertson, in the Simplex, was the quickest to get under way and led as he rounded the first turn. Jaurent Grosso, Stearns, was close behind him, and the others followed in the order named—Flat, Lozier, Rainier, in the order named—Fiat, Lozier, Rainier, Acme, Palmer & Singer and Haynes. They finished the first mile in this order, the time of the Simplex being 1 minute 17 3-5 seconds. The Simplex and the Stearns had a great duel for the lead for the first six miles. In the seventh mile the Stearns passed the Simplex on the backstretch and was greeted with a great roar of applause from the spectators as it finished the seventh mile about twenty yards ahead of the Simplex.

and was greeted with a great roar of applause from the spectators as it finished the seventh mile about twenty yards ahead of the Simplex.

Robertson kept the big red Simplex close behind the slate colored Stearns. The latter always gained on the turns and the Simplex had the best of the arguments through the straights. De Palma had been keeping the Fiat in third place while the Simplex and Stearns were fighting for the lead. The Simplex led at five miles in 3 minutes \$2 3-5 seconds; at ten miles the Stearns led in 11 minutes 29 4-5 seconds.

In the twenty-third mile the Stearns narrowly escaped going through the fence and De Palma took the lead with the Piat. De Palma led at the end of the first half hour with 35 miles to his credit. The score at the end of the first hour was as follows: Fist, 53 miles; Stearns, 51 miles; Loxier, 45 miles; Simplex, 47 miles; Rainier, 46 miles; Haynes, 41 miles. The record for one hour was 55 miles, made by Robertson in the Simplex last year. The Fiat led at 75 miles in 1 hour 24 minutes 20 seconds.

It also led at 100 miles in 1 hour 55 minutes 4 4-5 seconds. One of the improvements made by the motor racing association has been the erection of a skeleton fence around the two turns. The fence is covered with white cheezeeloth, which acts as a guide for the drivers while they are rounding the turns and is fragile enough not so injure the drivers and mechanics if a car went through the fence.

The officials in charge of the paddock, the tented village training quarters inside the track across from the grand stand, succeeded in keeping the place free from the usual knot of ourious men and boys so the spectators could watch the crews change tires and replenish oil, water and gasolene tanks.

There was a good deal of talk regarding bets last night and a printed list of the

There was a good deal of talk regarding test last night and a printed list of the blowing odds was circulated around the ubhouse: Simplex, 2-1, 1-2: Lozier, 3-2, -2: Fiat, 4, 8 to 5, 4 to 5; Acme, 5, 2 to 1: tearns, 6, 2, 6 to 5; Palmer & Singer, 6, 6 and 3; Rainier, 15, 6 and 3; Haynes, 18 and 4.

courts of the Philadelphia Cricket Club. Stearns, 8, 2, 8 to 8; Pamer & Singer. 15, 6 and 3; Haynes, 20,8 and 4.

According to gossip at the clubhouse Nat Wills had wagered \$500 even that the Simplex would beat the Stearns. Another the Simplex would beat the Stearns. Another thusiast wagered \$200 to \$1,000 on the Flat winning and \$200 to \$1,000 on the Flat winning and \$200 to \$240 on it finishing third. A bet of \$500 even on the Lozier would beat the Simplex.

The core for two hours was another wager of \$500 even that the Lozier would beat the Simplex.

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The core for two hours was as follows. Flat, 104 miles, Simplex, 102 miles, Stearns 101 miles, Rainier, 95 miles, Actne; 87 miles.

Failmer & Singer, 95 miles, Actne; 87 miles.

Faynes, 86 miles.

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Faynes, 86 miles,

neid nospital tent in an automobile ambu-lance and were reported as not being se-riously injured. Marquis drove a Stearns at Brighton last fall in a twenty-four hour race. He acted as mechanic for Lewis Strang last year when the latter won the Savannah and Briarcilif stock chasses road races with John H. Tyson's Isotta Fraschini. Savannah and Briarciiff stock chasses road races with John H. Tyson's Isotta Fraschini.

The score for the third hour was not announced until fifteen minutes after the hour was finished, owing to the excitement over the accident to the Stearns. The Fist led with 154 miles, the scores of the others being: Simplex, 153 miles: Rainier, 143 miles: Stearns, 141 miles: Lozier, 138 miles: Palmer and Singer, 136 miles: Rainier, 133 miles: Haynes, 122 miles. The record for three hours is 158 miles, made by Strang and Basle in a Renault last year.

Both front wheels of the Stearns were broken in the accident. Guy Vaughan, who has charge of the Stearns camp, said he thought there was nothing wrong with the mechanism of the car and declared he would have a couple of new wheels on the car in half an hour, so it could return to the track.

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A few minutes before the end of the fourth hour only four of the competing cars were out on the track. These were the Fiat and the Simplex, which were having a good little scrap all by themselves; the Rainier and the Palmer and Singer. The Lozier had been called off to fix its tail lights, the second time in a few minutes; the Haynes crew were fussing with the engine, the new wheels were being put on the Stearns, and there was no news why the Acme was off.

The Fiat led at 200 miles in 3 hours 55 minutes. A tire on the Fiat was punctured at 1 o'clock and it was driven in the enclosurs to secure a new tire. The Simplex left the track just before the Fiat did. The Fiat got going again before the Simplex went out on the track with Al Poole at the wheel.

The score at the end of four hours was: Fiat, 204 miles; Simplex, 197 miles; Rainier, 128 miles; Palmer & Singer, 178 miles; Lozier, 176 miles; Stearns, 141 miles; Acme, 129 miles; Haynes, 122 miles. The record for four hours was 211 miles, made last year by the Renault.

The first event of the afternoon programme was the one mile free for all time trials. Ralph de Palma, at the whoel of the Fiat Cyclone, was the first driver out and made the circuit of the track in \$4 3-5 seconds. The Brighton Beach track record for one mile is \$4 second, made by Walter Christie in his front drive racer. Charless Bowers, in the Peerless Red Dragon, made the distance in 1 minute \$4-5 seconds. Louis Chevrolet, Buick, made his trial in \$8 2-5 seconds.

The second event was the ten mile motor cycle handicap. Eight riders started. Edward Seery and Fred Voelker went through the onestretch. Seery was thrown through the skeeton fence and Voelker, who was following close behind, struck Seery's machine and he also were; the fence.

AUTOS IN 24 HOUR RACE and they left the temporary hospital before o'clock. Stanley T. Kellogg, scratch, won the race in 10 minutes 16 2-5 seconds.

J. F. McLaughlin, 1 minute handicap, was second.

second.
Only two cars showed up for the fifty mile event for cars selling from \$1,251 to \$2,000. Louis Chevrolet, Buick, led from the start and won in 55 minutes 39 2-5 seconds. R. Craig van Deventer, Oldsmobile, the only other starter, was fourteen miles behind Chevrolet when the latter finished thirty-miles.

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The five mile free for all was the next event and again there were only two starters. Ralph de Palma, Flat Cyclone, and Charles Bowers, Peerless Red Dragon, ran very close together, and for three miles to the great delight of the spectators. During the first three miles the pair were never more than ten yards apart. In the fourth mile De Palma began to draw away from Bowers, but was never more than fifty yards away. In the last quarter of the fifth mile Bowers gained a little and finished about twenty-five yards behind De Palma. De Palma's time was 5 minutes 51 3-5 seconds.

Frank Ross, E. M. F., was the only driver who showed up for the event for cars selling from \$851 to \$1,250. He made a one mile trial in 1 minute 20 4-5 seconds.

Five starters appeared for the 100 mile Brighton Reach Marathon for cars selling from \$2,001 to \$3,000. L. B. Lorimer, 40 horse-power Chalmers-Detroit, led from the start and was never headed, doing the first mile in 1 minute 12 2-5 seconds. On the fourth mile W. H. Owen, Kissel-Kar, retired from the sace. On the same mile the Midland, driven by W. O. Stokes, lost its right front wheel as it turned into the homestretch: the car going through the outside fence. The car went out again when Lorimer was on his forty-sixth mile. Frank Dearborn, Acme, was lapped by Lorimer and the Chalmers-Detroit Blue Bird on the latter's eighth mile. John Juhase, S. P. O., was lapped by the Chalmers-Detroit in the fourteenth mile.

The Acme lost its left rear wheel on the turn into the homestretch on the track in his forty-eighth mile to put on three new tires. The Midland and S. P. O. gained two miles while the tires were being put on the Chalmers-Detroit is time for the 100 miles was 1 hour 12 minutes 31 3-5 seconds. The S. P. O. finished seven miles behind the winner and the Midland was forty-nine miles behind.

LAWN TENNIS.

Finals in Westebester County Association

Championship. Before the storm cut loose yesterday two finals—women's singles and doubles— were run off in the Westchester County Association championship tourney played at the Dunwoodie Country Club. In the singles the finalists were Miss Anna Martin and Mrs. Henry H. Burdick, both of the Park Hill Country Club From the style in which Mrs. Burdick won from Miss Hopeton D. Atterbury in the semi-final she was fancied to beat Miss Martin, but the wiseagres were wrong, for Miss Martin won the match in two straight sets, 6-1, 6-3.

The final in doubles went by default to Miss Martin and Mrs. Burdick from Miss Hopeton D. Atterbury and Miss Isabel Hopeton D. Atterbury and Miss Isabel F. Atterbury. The last named was affected by the hard match on Thursday and she was not able to appear on the courts to-day, so the referee. Theodore Irving Wood, had nothing to do but award the match to Miss Martin and Mrs. Burdick. Out of the two matches the Parkhill Country Club scored 12 points, which gives the club the point championship. The matches in mixed and men's doubles were postponed till to-day on account of the rain. The summaries:

Women's Championship Singles—Semi-final round—Mrs. Henry H. Burdick, Park Hill Country Club, defeated Miss Hopeton D. Atterbury, Scarsdale Tennis Club, 6—2, 6—4.
Final Round—Miss Anna Martin, Park Hill Country Club, defeated Mrs. Henry H. Burdick, Park Hill Country Club, 6—1, 6—3.
Women's Doubles—Final Round—Miss Anna Martin and Mrs. Henry H. Burdick, Park Hill Country Club, defeated Miss Hopeton D. Atterbury and Miss Isabel F. Atterbury, Scarsdale Tennis Club, by default.

Tennis Club. by default.

The Metropolitan Lawn Tennis League made final arrangements yesterday for the interclub association match at Philadelphia to-day. The New Yorkers will journey over to the Quaker City this morning and the Gotham aggregation will consist of Theodore R. Pell. Richard H. Palmer, Charles M. Bull, Jr., Henry J., Mollenhauer, Samuel A. Westfall, W. Merrill Hall, Calhoun Cragin, G. L. Wyeth, Lyle E. Mahan and Walter L. Pate. It is the first series of intercity matches and will be played on the turf courts of the Philadelphia Cricket Club. The return match will be played on September 4 at the courts of the Crescent A. C., Bay Ridge.

The draw for the New York State cham-

Larned and P. D. Wrenn.
Following is the singles draw:

New York State Championahip Men's Singles
—First round byes—H. L. Ehrich vs. R. D. Richey,
E. F. Leo vs. N. G. Johnson, N. M. Hall vs. C. A.
Lindley, J. K. Orr vs. Robert Le Roy, Frederick
C. Inman vs. E. E. Perry. Thomas W. Potter vs.
Otto H. Hinck, Edward A. Gunther vs. L. M.
Brigham, B. M. Grant vs. George M. Church,
C. E. Rich, Jr., vs. E. H. Pfelfer.
First Round—George H. Groesbeck vs. H. D.
Chater, Calhoun Cragin vs. W. J. Ryan, Frank
Wyman vs. Henry J. Mollenbauer, Waiter L.
Pate vs. Richard H. Palmer, Dr. J. W. Rosenbaum vs. C. C. Pell, H. L. Westfall vs. S. A. Westfall, Alexander Amend vs. A. W. Warden, R. P.
Sears vs. C. C. Chambers, W. A. Campbell, Jr.,
vs. L. J. Dreyfuss, H. G. Hillman vs. Robert
Cassmajor, Henry W. Slocum vs. Leonard
Brooks, William D. Bourne vs. L. D. Wooddbury,
George O. Wagner vs. W. V. Bennett, F. O. Affeld,
Jr., vs. H. B. Street, H. Bissell vs. H. E. McGowan,
Paul Foerster vs. Miles S. Charlock, M. H. Long
vs. L. H. Cooke, J. P. Copt vs. Charles M. Bull,
Jr., R. Macquiston vs. F. B. Roundey, F. P. De
Rham vs. E. P. Fisher, G. A. L. Dionne vs. Charles
M. Bull, Karl H. Behr vs. H. J. Curtis, Arthur S.
Cragin vs. N. B. Beecher, W. D. Hadsell vs. J. C.
Tomilinson, C. F. Watson, Jr., vs. L. Millens
Burt, Hugh Tailant vs. William H. Conneil, E. F.
Torrey, Jr., vs. S. H. Voshell.
First Round Byes—Chester P. Rice vs. winner
of Torrey, Vs. Stell match; Thomas M. Donohue
vs. S. M. Sinsabaugh; P. Steger vs. O. A. Sargent; Thomas C. Trask vs. H. D. Kirkover; Dr.
P. B. Hawk vs. Stephen C. Millett; Elliott M.
Shepard vs. J. S. Lodewick; J. M. Robinson
vs. Gustave F. Touchard; E. A. Lowther vs.
A. L. Williston; Arthur Scheffer vs. E. Taylor;
T. C. Bundy vs. Raymond D. Little.

Race Around Long Island Postponed. The long distance race for motor boats around Long Island, which was to have een held under the auspices of the Colonial Yacht Club to-day, has been postponed it was announced last night, until 2 o'clock of the afternoon of Saturday, August 7. The conditions of the contest, which is limited to cruising motor craft 25 to 40 feet ited to cruising motor craft 25 to 40 feet over all in length, are as follows: Entrants will start at 2 P. M. from the Colonial Yacht Club's quarters at 140th street and North River, will go down the Hudson and thence to the ocean south of Long Island, will turn back at the northernmost point of the island and return through the Sound, down the East River and thence to the Colonial Yacht Club's wharf. All entries will close on August 4. Among the boats which have been entered in the race, which is open to all owners of motor craft, are Irene II., owned by S. W. Granbery; Snap Shot II. J. B. Lindeman: Elmo II., F. D. Gilles, Jr.: Virginia, George B. Schilling, and Priscilla II., R. Weldon.

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THE REAL ESTATE MARKET

INTERBOROUGH TO BUILD A BIG UPTOWN TERMINAL.

The Railroad Buys Eighty Lots Near Van Cortlandt Park on Which to Store Its Subway Cars-New Clubhouse for Manhattan Railway Co.'s Employees.

The Interborough Rapid Transit Company, by the purchase yesterday of eighty ots forming a part of the old Dash estate, completed its plans for a large car storage vard at the terminus of the Broadway branch of the subway, an improvement which it has been considering for some time. The realty purchased yesterday comprises a tract of some five and one-half acres lying between 240th and 242d streets, Spuyten Duyvil Parkway and Corlears venue. It was sold by the heirs of the Dash estate through J. Clarence Davies. The Interborough now owns about five city blocks just west of Van Cortlandt Park. It recently applied for and was granted permission by the Board of Estimate to build a terminal at this point. This is expected to do away with the existing practice of shunting cars over

side track at 148th street. Announcement was made yesterday that the Manhattan Railway Company. which incidentally is controlled by the Interborough-Metropolitan traction inerests, had filed plans for a clubhouse for its employees to be built on the ground of St. John's College, north of Pelham avenue. The privileges of the clubhouse will be free to all employees.

Private Sales.

VAN NEST AVENUE.—William Peters & Co. have sold to a Mr. Helm No. 711 Van Nest avenue, a two family house, on lot 16.8x100. 16.8x100.

LYON AVENUE.—Gottfried Brupbacher has sold to Henry Gundlach a lot, 25x100, at the northeast corner of Lyon and Doris avenues for \$2,500.

149TH STREET.—Freidus & Steinberg have sold for Abram Bachrach No. 283 to 254 West 149th street, two six story apartment houses, on plot 80x99.11. 29TH STREET — Freidus & Steinberg have sold for Mrs. Mary A. Smith No. 306 West 129th street, a five story double flat, on lot 25x99.11. MASHINGTON SQUARE.—Minnie C. Owens has sold to Z. T. Piercy No. 40 Washington Square South, southeast corner of Macdougal street, a four story building, on iot 25x79.

Miscellaneous.

The Anderson Realty Company has sold for the Westchester Lighting Company the estate of Caroline G. Thebaud and Marshall K. Clement to the United States Government, a plot 170x180, running through from Union avenue to South First avenue, at Mount Vernon, Westchester county. It adjoins the Westchester Lighting Company's offices and plant and is opposite the New Haven Railroad station. The Government will erect on the site a building, about 100 feet square, to be used as a postoffice.

I. Randolph Jacobs is the buyer of No. 116 West Twenty-sixth street, a four story and basement building on lot 21.5x98.9 sold recently by the Manheimer estate. Mr. Jacobs owns the property adjoining, No. 114, and now controls a plot 42.10x98.9 just west of Sixth avenue.

I. J. Auerbach has sold to the Volunteers of America the country place of E. Oppenheimer at Valley Cottage, Rockland county, New York.

Slawson & Hobbs and Victor M. Earle were the brokers in the recently reported at No. 15 Claremont avenue.

Casamajor. Henry W. Slocum vs. L. D. Moodbury. George O. Wagner vs. W. V. Bennett, F. O. Affeld, Jr., vs. H. B. Street, H. Bisselle vs. L. D. Woodbury. George O. Wagner vs. W. V. Bennett, F. O. Affeld, Jr., vs. H. B. Street, H. Bisselle vs. H. E. McGowan. Paul Foerster vs. Miles S. Charlock, M. H. Long vs. L. P. Cooke, J. P. Copt vs. Charles R. Gragin vs. N. B. Bercher, W. D. Charles R. Cragin vs. N. B. Bercher, W. D. Hadsell vs. J. C. Tomlinson, C. F. Watson, Jr., vs. L. Millens Burt, Hugh Tallant vs. William H. Conneil, E. F. Torrey, Jr., vs. S. H. Voshell.

First Round Byes—Chester P. Rice vs. winner of Torrey Vosbell match. Thomas M. Donohue Service of Task. Vs. Septen C. Millett, Elliott M. Shepard vs. J. S. Lodewick; J. M. Robinson vs. Gustave P. Touchard: E. A. Lowther vs. A. L. Williston: Arthur Scheffer vs. E. Taylor; T. C. Bundy vs. Raymond D. Little.

They Fight Ten Fast Rounds at the Fairmont A. C. in The Bronx last night Phillie McGovern, a brother of Terry Govern, and Charley Goldman, who put up a fast fight last week with Knockout Brown, met in a ten round bout which went the limit. The fight was fast from start to finish and according to good judges it was a draw.

Near the finish McGovern started to mix it up and tried to land the knockout blow. Goldman sent several left swings to the jaw which sent McGovern back to his corner. It was McGovern's round according to the spectators, but Goldman held his own Both men were well received when the round ended.

Some thought that McGovern was entitled to the verdict, bt outhers were of the opinion that a draw would be a fair decision.

Before the main bout was put on several other ten round bouts were put on.

Latt 14 Vesey Street.

Yesterday's Auction Sales. [At 14 Vesey Street.]

[At 14 Vesey Street.]

BY JOSEPH P. DAY.

Seventh avenue, No. 2308 to 2312, southwest corner of 126th street, 99.11x100, three five story flats and stores; A. C. Horn vs. Hudson Grant View Reality Company et al.; E. D. Newman, attorney; H. S. Dottenheim, referee; due on judgment, 34,491.78; subject to taxes, &c., 32,515.31; subject to four mortgages aggregating 3103,500. Adjourned to August 1 Ninety-seventh street, No. 327, north side, 225 feet west of First avenue, 25x100.11, five story tenement and store; O. J. Bulb et al. vs. M. I. Cimmett et al.; due on judgment, \$18,014.52; subject to taxes, &c., \$452.51; to the plaintiff.

BY JAMES L. WELLS COMPANY.

BY JAMES L. WELLS COMPANY. Ninety-third street, No. 286, south side, 84 feet east of West End avenue, 18384.5, five story dwelling; Central Trust Com-pany vs. C. V. Kip et al.; due on judg-ment, \$17,586.83; subject to taxes. &c., \$449.78; to the defendant. BY SAMUEL GOLDSTICKER. First avenue, No. 1895, southwest corner of Ninety-eighth street, 25x99.6, five story loft and store building; Pendant Realty Company vs. F. S. Patterson et al.: Bowers & S., attorneys; Joseph Ullman, referee; due on judgment, \$16.565.56; subject to taxes, &c., 3860.

Adjourned to August &

BY HUGH D. SMITH.

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